

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

June 28, 2017  
Hyatt Regency Hotel  
Phoenix, Arizona

**MEMBERS ATTENDING**

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|---|---|
| * Mayor Greg Stanton, Phoenix, Chair        | Mayor Christian Price, City of Maricopa         |
| Mayor Jackie Meck, Buckeye, Vice Chair      | # Supervisor Denny Barney, Maricopa County      |
| * Councilmember Robin Barker,               | Mayor John Giles, Mesa                          |
| Apache Junction                             | Councilmember Scott Moore for Mayor             |
| Mayor Kenneth Weise, Avondale               | Michael Collins, Paradise Valley                |
| Councilmember Mike Farrar, Carefree         | Mayor Cathy Carlat, Peoria                      |
| Councilmember David L. Smith, Cave Creek    | * Supervisor Todd House, Pinal County           |
| # Mayor Jay Tibshraeny, Chandler            | Mayor Gail Barney, Queen Creek                  |
| Mayor Lana Mook, El Mirage                  | * President Delbert Ray, Salt River             |
| * Mayor Tara Walter, Florence               | Pima-Maricopa Indian Community                  |
| President Bernadine Burnette, Fort          | Mayor W.J. "Jim" Lane, Scottsdale               |
| McDowell Yavapai Nation                     | Councilmember Roland Winters for Mayor          |
| Councilmember Nick DePorter, Fountain Hills | Sharon Wolcott, Surprise                        |
| Mayor Tommy Lee Sikes, Gila Bend            | Mayor Mark Mitchell, Tempe                      |
| * Governor Stephen Roe Lewis, Gila River    | * Mayor Anna Tovar, Tolleson                    |
| Indian Community                            | * Mayor Everett Sickles, Wickenburg             |
| Mayor Jenn Daniels, Gilbert                 | Mayor Michael LeVault, Youngtown                |
| Mayor Jerry Weiers, Glendale                | Mr. Roc Arnett, Citizens Transportation         |
| * Mayor Georgia Lord, Goodyear              | Oversight Committee                             |
| * Mayor Valerie Molina, Guadalupe           | * Mr. Joseph La Rue, State Transportation Board |
| Mayor Thomas Schoaf, Litchfield Park        | Mr. Jack Sellers, State Transportation Board    |

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Vice Chair Jackie Meck, City of Buckeye, at 4:03 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Mayor Jay Tibshraeny and Supervisor Denny Barney joined the meeting by teleconference.

Vice Chair Meck introduced Councilmember Scott Moore as proxy for Mayor Michael Collins, Paradise Valley.

Vice Chair Meck noted that at each place were the table for agenda item #5D that was previously transmitted, the name badge for the MAG at 50 and Passing the Gavel event, and the MAG at 50 coffee table book.

Vice Chair Meck announced that this was the last Regional Council meeting for MAG's longest serving member, Mr. Roc Arnett. He read the Resolution of Appreciation that had been prepared to recognize and honor Mr. Arnett's contributions to the MAG region.

Mayor Jerry Weiers moved to adopt the Resolution of Appreciation for Mr. Roc Arnett. Mayor Gail Barney seconded, and the motion passed unanimously.

Mr. Arnett was applauded. He thanked everyone for the opportunity to serve for the past 20 years.

### 3. Call to the Audience

An opportunity was provided to members of the public to address the Regional Council on items that are not on the agenda that are within the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens were requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Vice Chair Meck recognized public comment from Ms. Dianne Barker, who thanked Mr. Arnett for helping promote multimodalism. She encouraged volunteerism. Ms. Barker stated that people think that transit takes too long and some use transit only when their car is in the shop. She encouraged committing to the Clean Air Make More campaign. Ms. Barker suggested that the fast buses study be incorporated into the Spine Corridor Master Plan. She also spoke of an act of kindness, when she gave someone water and he gave her a visor in return and said, "I love you." Ms. Barker stated that multimodal feels good. Vice Chair Meck thanked Ms. Barker.

Vice Chair Meck recognized public comment from Mr. John Rusinek, who stated that elected officials and city officials take oaths to follow the laws of the Constitution and the State of Arizona. He encouraged achieving the standards of the federal Clean Air Act. Mr. Rusinek stated that there is an ordinance for ingress and egress on unpaved surfaces of 3,000 feet and larger. The lot next door to him is 6,000 square feet and is not dustproofed. He stated that no one will enforce the ordinances, and they should follow their oath of office. Vice Chair Meck thanked Mr. Rusinek.

Vice Chair Meck recognized public comment from Councilmember June Miller from the Town of Youngtown. She wished that Mayor Stanton was at the meeting so she could express her disappointment that he was changing street names, which she feels are a part of our history. She said that Robert E. Lee was a gentleman. Councilmember Miller asked what comes next – the Ten Commandments? Vice Chair Meck thanked Councilmember Miller for her comments.

4. Executive Director's Report

No report.

5. Approval of Consent Agenda

Vice Chair Meck noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J were on the Consent Agenda.

Vice Chair Meck asked if members had questions or requests for a presentation on any of the Consent Agenda items.

None were noted. No public comment cards were received.

Mayor Jerry Weiers moved to approve the Consent Agenda items #5B through #5J. Mayor Mark Mitchell seconded, and the motion passed unanimously.

5A. Approval of the May 24, 2017, Meeting Minutes

The MAG Regional Council, by consent, approved the May 24, 2017, meeting minutes.

5B. Project Changes - Amendment and Administrative Modification to the FY 2017-2021 MAG Transportation Improvement Program, 2035 MAG Regional Transportation Plan, and as Appropriate, for Inclusion in the Draft FY 2018-2022 MAG Transportation Improvement Program, and Draft 2040 MAG Regional Transportation Plan

The MAG Regional Council, by consent, approved the proposed project changes for the FY 2017-2021 MAG Transportation Improvement Program (TIP), 2035 MAG Regional Transportation Plan (RTP), and as appropriate, for inclusion in the Draft FY 2018-2022 MAG TIP, and the Draft 2040 MAG RTP. The Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program (TIP), and amendment to the 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on June 22, 2016, with the last modification approved May 24, 2017 at the Regional Council meeting. Since then, additional changes and modifications were requested by the Arizona Department of Transportation that relate to the State Route 347 project.

5C. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2017-2021 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification include Arizona Department of Transportation projects for the State Route 347 Union Pacific Railroad Crossing and Interstate-17 Wrong Way Vehicle Detection System. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5D. Approval of the Draft FY 2017 Program of Projects and Working Draft FY 2018 Program of Projects

The MAG Regional Council, by consent, approved the Draft FY 2017 Program of Projects and Working Draft FY 2018 Program of Projects, the inclusion of the contingent list of projects (if federal funds are available upon final apportionment), and amendments and administrative modifications to the FY 2017-2021 MAG Transportation Improvement Program, and as appropriate, to the Draft 2040 Regional Transportation Plan, and inclusion in the Draft FY 2018-2022 MAG Transportation Improvement Program. MAG is currently developing the Fiscal Year (FY) 2017 Annual Transit Program of Projects and the FY 2018-2022 MAG Transportation Improvement Program (TIP). The Program of Projects is developed annually and ensures that the public is informed and has continued involvement in the development of the TIP. In order to allow enough time for the City of Phoenix (as the regional Designated Recipient) to submit grants to the Federal Transit Administration (FTA) for authorization by the end of Federal FY 2017, projects must be in the approved MAG TIP for inclusion in the State Transportation Improvement Program. Action on the MAG TIP was anticipated at the June 28, 2017, MAG Regional Council meeting. At the time of the agenda mail out, the full year apportionment from the FTA and the annual State Transportation Program apportionment from the Arizona Department of Transportation have not been finalized. The Working Draft FY 2018 Program of Projects is still in development and will be finalized in FY 2018. It will incorporate input from the public and the MAG Transit Committee. The projected funding levels are utilized as guidelines in this draft. The Draft FY 2017 Program of Projects and the Working Draft FY 2018 Program of Projects were recommended for approval on May 16, 2017, by the MAG Transit Committee, on May 25, 2017, by the MAG Transportation Review Committee, on June 14, 2017, by the MAG Management Committee, and on June 21, 2017, by the Transportation Policy Committee.

5E. Approval of the Draft Next Generation 9-1-1 Plan

The MAG Regional Council, by consent, approved the Draft Next Generation 9-1-1 Plan. In September 1985, the 9-1-1 system in the MAG region was launched. The system is administered by the MAG member agencies with the City of Phoenix as the contracting agent. Due to shortfalls in the State 9-1-1 fund, advancements in telecommunications technology, and third party proposals for managed services, the MAG 9-1-1 Study Committee was established by the MAG Management Committee on September 14, 2016. The 9-1-1 Study Committee was charged with developing a plan of the technical and fiscal elements of the current and future Maricopa Region (MR) 9-1-1 system. On January 25, 2017, the MAG 9-1-1 Study Committee recommended utilizing Federal Engineering, Inc., due to its specialized expertise and already being competitively selected through ProcureAZ, the State of Arizona's online procurement portal, as the consultant to assist in the development of the Maricopa Region (MR) 9-1-1 plan. MR 9-1-1's detailed strategic plan for the implementation of Next Generation 9-1-1 builds on existing partnerships, investments and infrastructure to provide reliable, modern, 9-1-1 capabilities to the residents of the MAG region. The plan addresses all National Emergency Number Association recommendations, as well as Federal and State regulatory requirements. The plan is a living document and may be updated as new consumer technologies become available or to respond to changes in the regulatory environment. In the past 20 years, advancements in modern communications technology have created the need for a more advanced system to access emergency care. While the existing 9-1-1 system has been a success story for more than 30 years, it has been stretched to its limit as technology advances. New wireless and Internet Protocol-based communications devices are being developed at a rapid rate,

offering capabilities such as text and video messaging. The current 9-1-1 system was never intended to receive calls and data from these new and emerging technologies. (source: National Emergency Number Association). In addition, the Arizona 9-1-1 excise tax collection decreased from 37 cents per phone line in 2003, to 28 cents per phone line in 2006, to 20 cents per phone line in 2008 forward. The State 9-1-1 fund also was impacted by fund sweeps in the amount of \$53 million from 2000 to 2010. The draft plan was distributed to the MAG PSAP Managers Group, MAG 9-1-1 Oversight Team, and MAG 9-1-1 Study Committee for review and input. The Draft Next Generation 9-1-1 Plan was recommended for approval on June 5, 2017, by the MAG 9-1-1 Study Committee and on June 14, 2017, by the MAG Management Committee.

5F. Regional Freeway and Highway Program - Modifications to the 2017 Tentative Scenario

The MAG Regional Council, by consent, approved modifying the 2017 Tentative Scenario, as approved by the MAG Regional Council on March 29, 2017, to advance ADOT's project delivery process and to support the Regional Freeway and Highway Program cash flow for incorporation in an amendment estimated for action in the Fall of 2017, to the FY 2018-2022 MAG Transportation Improvement Program, currently in draft form, and the 2040 MAG Regional Transportation Plan, currently in draft form, contingent upon a new finding of conformity. On March 29, 2017, the MAG Regional Council approved the 2017 Tentative Scenario for rebalancing the Regional Freeway and Highway Program to account for a surplus in the cash flow. This scenario identifies 41 projects for construction over the next 12 years. Since this approval, MAG staff has met with the Arizona Department of Transportation (ADOT) and Federal Highway Administration to discuss the logistics of incorporating these projects for delivery. From these meetings, changes have been identified for certain projects in either timing, budget, or delivery to accommodate the current cash flow program. These modifications will advance ADOT's project delivery process and further support the Regional Freeway and Highway Program cash flow to ensure no negative year-ending balances. The modified 2017 Tentative Scenario was recommended for approval on June 14, 2017, by the MAG Management Committee and on June 21, 2017, by the Transportation Policy Committee.

5G. Arterial Life Cycle Program Project Removal and Gilbert Road Light Rail Extension Funding Reallocation Request

The MAG Regional Council, by consent, approved removal of five (5) Arterial Life Cycle Program intersection improvement projects and reallocation of the \$22,389,393 (2016\$) in programmed federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding to the Gilbert Road light rail extension project as part of the fall 2017 amendments to the Fiscal Year (FY) 2018 Arterial Life Cycle Program, FY 2018-2022 MAG Transportation Improvement Program and 2040 MAG Regional Transportation Plan, presently in draft form, contingent on a finding of conformity. The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial section of the Regional Transportation Plan (RTP). In October 2012, the MAG Regional Council approved the removal of 16 City of Mesa arterial projects and reallocation of their programmed funding to reimburse costs associated with the construction of a light rail extension on Mesa Main Street from Mesa Drive to Gilbert Road (ALCP project ACI-LRT-10-03). Since that time, the estimated costs for the light rail extension have increased and additional federal funding is needed. This agenda item represents a request to remove five additional City of Mesa arterial projects and

reallocate the \$22,389,393 in programmed federal funding to the Gilbert Road light rail extension. The request was recommended for approval by the MAG Street Committee on May 9, 2017, the MAG Transportation Review Committee on May 25, 2017, the MAG Management Committee on June 14, 2017, and by the Transportation Policy Committee on June 21, 2017.

5H. Arterial Life Cycle Program Status Report: November 2016 - April 2017

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between November 2016 and April 2017. This is the program's twenty-fifth status report and the second published in Fiscal Year 2017. This item was on the agenda for information and discussion.

5I. Approval of a Change to a Transit Life Cycle Project - Glendale Park-and-Ride

The MAG Regional Council, by consent, approved deferring the Glendale park-and-ride construction work phase from 2017 to 2023, for inclusion in the Draft FY 2018-2022 MAG Transportation Improvement Program, Draft 2040 Regional Transportation Plan, and amendment to the FY 2017-2021 MAG Transportation Improvement Program and 2035 MAG Regional Transportation Plan, as appropriate, contingent on a new finding of conformity. The City of Glendale is requesting to defer the Glendale park-and-ride from its current opening year of 2017 to 2023. The previously recommended site is no longer available for transit usage. This is a regionally significant transportation project, which is a facility that serves regional transportation needs. The City of Glendale is coordinating with Valley Metro, the City of Peoria and MAG to re-evaluate the optimum location for the proposed park-and-ride within the area adjacent to Loop 101. The programmed funds, currently in awarded grants, will be backfilled with existing transit MAG Transportation Improvement Program projects, not new projects, to ensure that funds do not lapse and are not lost from the MAG region. This item was recommended for approval by the MAG Transit Committee on May 16, 2017, the MAG Transportation Review Committee on May 25, 2017, the MAG Management Committee on June 14, 2017, and by the Transportation Policy Committee on June 21, 2017.

5J. Finding of Conformity for the Draft FY 2018-2022 MAG Transportation Improvement Program and Draft MAG 2040 Regional Transportation Plan

The MAG Regional Council, by consent, approved the Finding of Conformity for the Draft FY 2018-2022 MAG Transportation Improvement Program and Draft 2040 MAG Regional Transportation Plan. The Draft 2017 MAG Conformity Analysis concludes that the Draft FY 2018-2022 MAG Transportation Improvement Program (TIP) and the Draft MAG 2040 Regional Transportation Plan meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On April 26, 2017, the Draft TIP, 2040 MAG Regional Transportation Plan, and Conformity Analysis were made available for a 30-day public review period and comments were requested by May 25, 2017. In addition, a public hearing was conducted on May 9, 2017. The Draft 2017 MAG Conformity Analysis for the Draft TIP and Draft 2040 Regional Transportation Plan was recommended for approval on June 1, 2017, by the MAG Air Quality Technical Advisory Committee. On June 14, 2017, the MAG Management Committee recommended approval of the finding of conformity. Approval

of the conformity finding by the Regional Council is required for MAG adoption of the TIP and Regional Transportation Plan.

6. Pilot Project for a Wrong-Way Vehicle Detection System on I-17

Mr. Jim Windsor, ADOT staff, provided a report on a pilot program for a wrong-way vehicle detection system that will be installed on I-17. Mr. Windsor stated that ADOT has been working on developing a new detection system for wrong-way drivers. Mr. Windsor described the pilot project as consisting of a thermal camera system installed on Interstate 17 from Interstate 10 to Loop 101. He noted that the Wrong-Way Vehicle Detection System is the first in the nation to use thermal cameras for this purpose.

Mr. Windsor explained that when a camera detects a wrong-way vehicle at the top of the exit ramp, it will send notifications to the Department of Public Safety and the ADOT Traffic Operations Center. If the vehicle proceeds past the first camera, warning signs will flash. If the vehicle proceeds to traffic lanes, notifications will be posted on the overhead freeway message boards to warn other drivers, all the while continuing to notify the Department of Public Safety and the ADOT Traffic Operations Center. Mr. Windsor stated that a camera system will track the vehicle and there will be cameras in the median. He stated that the ramp meter signals along the affected section of the corridor will turn to red to stop any more vehicles from entering the freeway.

Mr. Windsor stated that ADOT is requesting approval of \$3.7 million in funding for the construction of the project and \$300,000 for software, for a total of \$4 million. He added that the project could start construction in the Fall and be completed in seven months.

Vice Chair Meck thanked Mr. Windsor for his report. He asked if members had questions.

Mayor Tom Schoaf asked for clarification that the Wrong-Way Vehicle Detection System will only detect, but not stop wrong-way drivers.

Mr. Windsor replied that was correct.

Mayor Schoaf remarked that this was like going to a dental monitor, who does not make dental repairs. He remarked that \$4 million was a lot to spend and he brought up that another option, such as tire spikes, could stop wrong-way drivers. Mayor Schoaf indicated that he would be voting no. He suggested that the money could be spent on stopping drivers, not just detecting them.

Mr. Jack Sellers noted that these points were discussed at length by the State Transportation Board meeting on June 9, 2017, when they approved the Wrong-Way Vehicle Detection System. He noted that tire spikes would not work because they are designed for low speeds and low volume. In addition, blown tires do not necessarily stop a vehicle. Mr. Sellers stated that ADOT and the Board considered many options and this is the best technology available to-date.

Councilmember Scott Moore asked the annual cost for operations.

Mr. Windsor replied that ADOT already uses thermal cameras in some places, and he added that the maintenance cost is low.

Mr. Dennis Smith stated that the Wrong-Way Vehicle Detection System was reviewed at the MAG Management Committee meeting. He said that ADOT Director John Halikowski reported that the majority of wrong-way drivers are two to three times the legal limit. In addition, we are in the top six for wrong-way drivers. Mr. Smith remarked that the Wrong-Way Vehicle Detection System might not be perfect, but we need to try something. He added that ADOT has put a lot of work into this. Mr. Smith stated that last week, Governor Doug Ducey instructed ADOT to accelerate the construction of this system due to recent wrong-way crashes. Mr. Smith stated that the \$4 million in funding is half cent sales tax funding. He remarked that not doing something could be a larger problem.

Mayor Schoaf stated that Mr. Smith's comments demonstrate that a Wrong-Way Vehicle Detection System is a bad idea – drivers under the influence do not know they are going the wrong way and would not observe that a sign was flashing.

Mr. Smith noted that the ramp meter signals will turn red to warn drivers and prevent them from entering the freeway.

Mr. Sellers stated that the Wrong-Way Vehicle Detection System will send an alert to the ADOT Traffic Operations Center, which is staffed by a full-time DPS officer. Mr. Sellers stated that they will be able to deploy law enforcement much quicker to stop the wrong-way driver.

Mayor Jim Lane expressed concern with the statement that spikes do not work and he thought there might be technological improvements. He expressed concurrence with Mayor Schoaf that an option that would stop wrong-way drivers is preferable, but maybe more sophisticated technology than parking lot spikes is needed. He noted that law enforcement use throw spikes, and he was concerned that this was dismissed in favor of a more expensive option. Mayor Lane stated that he was unsure if this had been investigated. He asked if the Wrong-Way Vehicle Detection System had been deployed elsewhere.

Mr. Windsor stated that the Wrong-Way Vehicle Detection System currently recommended for the pilot program has not been deployed anywhere else, however, a similar system using radar had been deployed in Harris County, Texas. Mr. Windsor stated that he did not have the exact data with him, but Harris County saw fewer wrong way driver incidents since installation of its system.

Mayor Jerry Weiers expressed that he was unsure if the technology in the Wrong-Way Vehicle Detection System is the answer, but we would be in the hot seat if we do nothing. He added that he hoped this is the answer.

Councilmember Michael Farrar said that he had researched options and there was a study done in Texas on traffic spikes. He added that Florida and another state utilized flashing red lights. Councilmember Farrar stated that he would forward a great article on this topic to staff.

Mr. Smith stated that staff would be glad to follow up on these questions and a report could be placed on an upcoming Regional Council agenda.

Mayor Schoaf commented on the lack of informational material in the agenda packet. He asked if Regional Council action is taken today, could it be reversed? Mayor Schoaf stated that he supports



spending money wisely, and he had concerns about spending \$4 million on the basis of a short presentation with no data. He stated that his first encounter with a wrong-way driver was near Black Canyon City, which is a place where the Wrong-Way Vehicle Detection System would not be installed. Mayor Schoaf stated that he wanted to see the money spent in a wise way.

Mr. Smith noted that the pilot Wrong-Way Vehicle Detection System is patterned after the Harris County detection system and staff would be able to provide data from that project after system implementation.

Mayor Kenneth Weise stated that \$4 million is not a small amount of money. He stated that the Wrong-Way Vehicle Detection System is not so much to halt a wrong-way driver, but to protect those in the way of the wrong-way driver with the activation warning system. Mayor Weise stated that the Wrong-Way Vehicle Detection System will also notify DPS and allow them to respond faster. He added that he thought that the \$4 million for the Wrong-Way Vehicle Detection System would be less expensive and disruptive than tearing up the on and off ramps to install tire spikes. Mayor Weise stated that the equipment could be moved to any freeway location and would be not much different than DUI checkpoints.

Mr. Windsor stated that the Wrong-Way Vehicle Detection System will gather data from the traffic interchange and once the data analysis is completed, they will develop a data driven strategy for stopping wrong-way drivers.

Mayor Jenn Daniels wondered if the technology in the Wrong-Way Vehicle Detection System could be used for other purposes, such as emergency evacuations. Mayor Daniels stated that a drill or a public outreach process will be needed to inform the public about what to expect when the Wrong-Way Vehicle Detection System activates.

Mayor John Giles expressed his agreement with Mayor Weiers and Mayor Weise. He stated that the situation has become all too common. Mayor Giles stated that \$4 million is a lot of money, but is not when compared to the potential costs of loss of life, injuries, and legal actions. He commended ADOT for proceeding with implementation of a system. Mayor Giles stated that he understood the criticisms of the system, and he was not sure if this system is the answer, but to do nothing is not an option.

Councilmember Farrar urged getting more data before committing to implementation.

Mayor Cathy Carlat stated that it is difficult to vote without a lot of information, but data will be obtained from the pilot program that will help provide reasons, and thus, solutions. She expressed support for implementing the pilot Wrong-Way Vehicle Detection System even though it is costly. Mayor Carlat commented that if we do not know the reason this wrong-way driver problem is happening, we cannot solve the problem.

Mayor Jim Lane stated that he would be voting yes on this item. He added that he would prefer more information and he thought there is a possibility there are more valid options, but he did not want to do nothing to address this problem.

Mr. Roc Arnett expressed his confidence in ADOT and moved approval of a pilot project for a wrong-way vehicle detection system on Interstate 17 with \$4 million from the Regional Area Road Fund. Mayor Jerry Weiers seconded, and the motion passed, with Mayor Tom Schoaf and Councilmember Michael Farrar voting no.

7A. Acceptance of the Draft FY 2017 MAG Final Phase Public Input Opportunity Report

Vice Chair Meck stated that the presentations on agenda items 7A, 7B, 7C, and 7D would be heard first, followed by a public comment period and one motion and vote on all four items.

Ms. Leila Gamiz, MAG staff, first thanked the public, ADOT, Valley Metro, and the City of Phoenix. She explained that MAG's adopted public involvement process is divided into four phases – early phase, mid-phase, final phase and continuous involvement. During the current FY 2017, the Early Phase Input Opportunity was conducted during August 2016. The Mid-Phase ran from February 28 to March 30, 2017. The Final Phase began on April 26 and ended May 25, 2017.

Ms. Gamiz stated that input opportunities are provided at committee meetings, small and large group presentations, email and direct mail, the website comment form, and at the public hearing that was held on May 9, 2017, at MAG. Ms. Gamiz then reviewed some of the comments received. She said that there were requests in the Sun City West area for transit options, for coordination on I-17 improvements at Camelback Road, for bus routing on Bell Road and Grand Avenue to Surprise, to include more healthy community policies in the transportation planning process, and to encourage the construction of SR-30. Ms. Gamiz noted that all of the comments are included in the MAG 2017 Final Phase Input Opportunity Report.

Vice Chair Meck thanked Ms. Gamiz for her report. No questions on this item were noted.

7B. Approval of the Draft FY 2018 Arterial Life Cycle Program

Mr. John Bullen, MAG staff, reported that the Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial component of the Regional Transportation Plan. He explained that the program is updated annually with new revenue forecasts and changes to project schedules. Mr. Bullen stated that today's agenda item represents the update for Fiscal Year 2018.

Mr. Bullen noted that overall, there was a very modest decline in projected revenues into the program of less than one percent. However, due to the ALCP surplus last year, the program still has a positive fund balance of \$31 million.

Mr. Bullen stated that due to being conservative with programming, they were able to advance programmed reimbursements for all ALCP agencies, and for the fifth year in a row, had no involuntary deferrals of programmed reimbursements. He noted that a \$10 million fund balance is maintained throughout the life of the TIP. Mr. Bullen stated that there are currently 9.5 years left in the program and it takes an average of 4.5 years to complete ALCP projects. He indicated that last year, member agencies were encouraged to start moving forward with their projects. Most of the ALCP agencies have positively responded and this is reflected in the draft.

Vice Chair Meck thanked Mr. Bullen for his report. No questions on this item were noted.

7C. Approval of the Draft FY 2018-2022 MAG Transportation Improvement Program

Ms. Teri Kennedy, MAG staff, stated that the Transportation Improvement Program (TIP) has been under development since March 2016. She stated that the TIP includes all transportation projects within Maricopa County and portions of Pinal County within MAG's planning boundaries.

Ms. Kennedy stated that the TIP is a five-year program and includes all projects using Federal funding and all private and locally funded regionally significant projects. She noted that regionally significant projects include interstate system projects, Congressionally designated projects, Federally funded transportation projects, Regional Area Road Fund projects, and Public Transit Fund projects. Ms. Kennedy noted that the Draft 2017 MAG Conformity Analysis concludes that the Draft FY 2018-2022 MAG TIP meets all applicable federal conformity requirements.

Ms. Kennedy noted that the Draft FY 2018-2022 TIP currently contains approximately 1,000 project work phases in different modes. She stated that the total amount for highway projects in the Draft TIP is \$3.84 billion. By funding source, highway funding is approximately 38 percent local, 33 percent Federal, and 25 percent regional.

Ms. Kennedy noted that the Draft FY 2018-2022 TIP contains \$1.33 billion in transit bus and rail listings. Transit bus funding is 77 percent Federal, 17 percent regional, and six percent local. She stated that transit rail funding is 56 percent Federal, 24 percent regional, and 20 percent local. Ms. Kennedy pointed out that the transit mode is more dependent on Federal funding than other modes.

Ms. Kennedy stated that over the lifetime of the TIP, there is an estimated \$3.3 billion in Federal revenues, with Maricopa County half-cent sales tax revenue estimated at \$2.4 billion.

Ms. Kennedy stated that the half-cent sales tax life cycle programs included in the TIP are the Arterial Life Cycle Program, the Transit Life Cycle Program, and the Regional Transportation Plan. She noted that the FTA Section 5307 Transit Program of Projects will be included and noted that final apportionments were not yet available. Ms. Kennedy stated that detailed listings will be created as soon as final apportionments are available and the grants will be submitted to the Federal Transit Administration. She added that MAG is coordinating closely with Federal Transit Administration and the City of Phoenix on the grants.

Ms. Kennedy presented available funding: for Bicycle and Pedestrian, \$103 million; for ITS, \$14.8 million; for Air Quality projects \$47 million; Safe Routes to School and Safety, \$10 million; and Pinal County arterial and paving, \$32.1 million. She stated that there will be a call for projects in August for Fiscal Years 2021 and 2022 construction work phases.

Vice Chair Meck thanked Ms. Kennedy for her report. No questions on this item were noted.

7D. Approval of the Draft 2040 MAG Regional Transportation Plan

Mr. Roger Herzog, MAG staff, stated that the Draft 2040 Regional Transportation Plan (RTP) was approved for an air quality conformity analysis on March 29, 2017, by the MAG Regional Council. He noted that the Draft 2040 RTP replaces the current 2035 RTP and it guides transportation investments in the region. Mr. Herzog stated that the Draft 2040 RTP incorporates the FY 2018-2022 Transportation Improvement Program (TIP). He noted that the Draft 2040 RTP will be amended in the Fall of 2017 to incorporate I-11 and SR-30 major amendments, freeway program rebalancing, the I-10/I-17 “Spine Study” recommendations, and TIP/other program revisions.

Mr. Herzog stated that the Draft 2040 RTP was reviewed during the public involvement process, which included continuous involvement throughout the fiscal year, an open house/stakeholder meeting on August 22, 2016, an open house/public hearing on March 14, 2017, and an open house/public hearing on May 9, 2017.

Mr. Herzog stated that the air quality conformity analysis showed that the Draft 2040 RTP meets air quality conformity requirements. Mr. Herzog stated that the Draft 2040 RTP was recommended for approval on May 25, 2017, by the MAG Transportation Review Committee, on June 14, 2017, by the MAG Management Committee, and on June 21, 2017, by the Transportation Policy Committee.

Vice Chair Meck thanked Mr. Herzog for his report.

Mr. Dennis Smith said that Mr. Herzog came to ADOT in 1976 and worked at the MAG Transportation Planning Office developing the Regional Freeway and Highway Plan. He indicated that the roadways from this Plan are the roads everyone drives on today. Mr. Herzog was applauded.

Mayor Cathy Carlat moved acceptance of the Draft MAG 2017 Final Phase Input Opportunity Report; approval of the Draft FY 2018 Arterial Life Cycle Program and inclusion into the Draft 2040 Regional Transportation Plan and Draft FY 2018-2022 Transportation Improvement Program; approval of the Draft FY 2018-2022 MAG Transportation Improvement Program and errata sheet changes, contingent upon a finding of conformity; and approval of the Draft 2040 MAG Regional Transportation Plan, contingent upon a finding of conformity. Mayor Lana Mook seconded, and the motion passed unanimously.

8. Election of Officers of the Transportation Policy Committee

The adopted MAG Committee Operating Policies and Procedures provide that a Chair and Vice Chair who are duly elected members of a MAG member agency shall be elected from the members of the Transportation Policy Committee at the June Annual Regional Council meeting to serve one-year terms with succession of positions occurring through the ascending order of officers. The current Vice Chair, Mayor Kenneth Weise from the City of Avondale, would succeed to the Chair position and a new Vice Chair is needed. On May 17, 2017, a memorandum was sent to Transportation Policy Committee members requesting that those interested in being Vice Chair submit a letter of interest. Two letters of interest, from Mayor Jenn Daniels of the Town of Gilbert, and from Mayor Christian Price of the City of Maricopa, were received.

Vice Chair Meck noted that Mayor Christian Price had comments.

Mayor Price stated that approximately three years ago, the MAG boundaries were expanded beyond the Maricopa County border to include Pinal County, the Town of Florence, and City of Maricopa. He noted there are challenges with growth. The Santan Valley might vote to incorporate, which creates new challenges. Mayor Price stated that there is an unspoken balance between East and West Valleys, and some jurisdictions do not fit in either one – the City of Maricopa, for example. He commented that he had a wonderful conversation with Mayor Jenn Daniels and he would like to withdraw his letter of interest. Mayor Price requested that the Regional Council discuss how everyone has the opportunity to serve in leadership. He added that he thought the east/west division was a mistake. Mayor Price stated that he had ideas and he requested having discussion so that everyone is treated fairly.

Vice Chair Meck stated that this could be discussed at the September or October Regional Council meetings. He thanked Mayor Price for his action.

Mayor Jenn Daniels expressed her appreciation to Mayor Price. She expressed that she had great respect for Mayor Price and she said that he does a tremendous amount of work for the region and at the League of Arizona Cities and Towns. Mayor Daniels expressed that she looked forward to the dialogue.

Mayor Price remarked that he might be interested in a term next year.

Mr. Dennis Smith noted that in accordance with the adopted Policies and Procedures, the Vice Chair ascends to Chair and officers serve one-year terms. He noted that Phoenix has chaired the TPC only once and Maricopa County has never chaired, and there is a lot of work to do.

Mayor Mark Mitchell moved to elect Mayor Kenneth Weise, City of Avondale, as Chair and Mayor Jenn Daniels, Town of Gilbert, as Vice Chair of the Transportation Policy Committee. Mayor Christian Price seconded, and the motion passed unanimously.

9. Election of Regional Council Officers and Executive Committee Members

Vice Chair Meck called on Mayor Jim Lane, Chair of the 2017 Nominating Committee, to provide a report on the Committee's recommendation.

Mayor Lane congratulated Mayor Kenneth Weise and Mayor Jenn Daniels on their elections as TPC Officers.

Mayor Lane stated that on May 24, the 2017 MAG Nominating Committee met and recommended a slate the positions of Chair, Vice Chair, Treasurer, and three At-Large Members and the Past Chair for the coming year (2017-2018). For Chair: Mayor Jackie Meck, City of Buckeye; for Vice Chair: Mayor Gail Barney, Town of Queen Creek; for Treasurer: Mayor Lana Mook, City of El Mirage; At-Large Members: Mayor Mark Mitchell, City of Tempe; Mayor Jerry Weiers, City of Glendale; Mayor John Giles, City of Mesa; and Past Chair: Mayor Greg Stanton, City of Phoenix.

Vice Chair Meck asked if there were any questions. There were none.

Mayor Lane moved to elect the Executive Committee for the coming year (2017-2018). For Chair: Mayor Jackie Meck, City of Buckeye; for Vice Chair: Mayor Gail Barney, Town of Queen Creek; for Treasurer: Mayor Lana Mook, City of El Mirage; At-Large Members: Mayor Mark Mitchell, City of Tempe; Mayor Jerry Weiers, City of Glendale; Mayor John Giles, City of Mesa; and Past Chair: Mayor Greg Stanton, City of Phoenix. Mayor Kenneth Weise seconded, and the motion passed unanimously.

10. Legislative Update

No report.

11. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting were requested.

Mayor Kenneth Weise stated that Mr. Brian Sperber from the Phoenix International Raceway requested that he provide an update to the Regional Council in the September/October timeframe.

Mayor Lane mentioned the agenda item to address Mayor Christian Price's comments.

12. Comments from the Council

An opportunity was provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Chair Meck requested that members join the MAG at 50 and Passing the Gavel event following the adjournment.

Adjournment

There being no further business, the meeting adjourned at 4:58 p.m.

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Chair

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Secretary